



VESSELS WANTED

WANTED second hand equipped 34-38ft. diesel engine MFV 100hp, plus preferably fitted for stern trawling, enclosed wheelhouse essential, two bunk accommodation with galley facilities, etc., an advantage. Telephone: 03945 227 evenings.

WANTED diesel engine vessel about 30ft. x 26ft. x 7ft. draft for use as buoy tender, good windlass and space on foredeck essential, will consider suitable vessel built after 1966. Reply Harbour Office, Caernarvon. Telephone: Caernarvon 2115.

WANTED wooden seiner trawler, under 25 tons, not less than 150hp, money available, £25,000. Details Box No. 588.

WANTED trawler with winch, 34/38ft., wood or steel, Gardner, Lister preferred, payment up to £2,000, £3,000 down, balance paid off over limited period. Box No. 574.

ANGLING boat wanted, 25ft./32ft., preferably with forward wheelhouse and cabin, region of £5,000 to £7,000. Mr. Young, Park House Hotel, Lochinver, telephone: Lochinver 258.

Official and Classified ADVERTISEMENTS

Continued from Page 15

WANTED Brixham trawler or similar vessel originally built for sail, 55-60ft., engine unimportant, hull must be sound. R. Tucker, 9 Stafford Road, Harrow Weald, Middx.

WANTED Aquas Star 32/35ft. or similar sailing boat, details and price to Box No. 575.

WANTED 50-60ft. Scottish MFV, good hull and Gardner engine, no sailing gear required. Box No. 586.

WANTED 40/50ft. MFV or similar, sound hull. Telephone: Dyerth 570 370 (0745 STD).

DELIVERIES

EYLES MARINE SERVICE for deliveries of all vessels up to 500 tons. Telephone 0243 58 458.

WORLD wide delivery commercial craft by professional skipper, crew available. Write for quotation to Mr. M. J. "Boy" R. Millar, Millar Dock, Plymouth, telephone: Plymouth 336236.

INSURANCE

SALVUS, BAIN (MANAGEMENT) LTD
Managers for
SUNDERLAND MARINE
MUTUAL INSURANCE CO. LTD.

Over 1,700 skipper/owners insure their vessels and/or crews with us. For particulars write:

5 The Esplanade, Sunderland.
Tyne & Wear SR2 7BC
Tel: (0783) 42551 (10 lines)

TRAWLERS and commercial craft insured at competitive rates with leading insurance companies and at Lloyd's, annual or quarterly premiums arranged. Hugh Cochran & Associates, Marine Brokers & Bull Hill, Povey, Cornwall. Tel. Povey 3460 (24 hour telephone). Take advantage of a quotation without fee or obligation.

MARINE SURVEYS

SEA SURVEYS, 25 North Road, Bristol BS6 6AD. Prompt professional surveys and valuations. Subsidy books made up to DTT approval according to new regulations. All types, anywhere. Bristol 43322 (24 hours).

WANTED

"CORNISH MACKEREL SEASON" 1977 - 78.

On behalf of international consortium Cornish Shipping Limited seek to buy 20,000 tonnes of frozen packed mackerel for instant export during the next season.

For details, references, and quotations, please contact,

Cornish Shipping Ltd.
2 Church Row, Northloven,
Helston, Cornwall.

Telex: 0565-4. Telephone 032-85-2471, or 4810.

WANTED: Crab claws and whistles, hauled or alive. Live lobsters. Box No. 377.

GOOD layer of quality pullock, smoked, wet, fillets or whole. Telephone: Grimsby 80561.

WANTED secondhand salmon nets 4 1/2 in. mesh. Telephone: Bridlington 660704 evenings.

WOOD hull wanted, length 39ft./38ft., beam 12ft. to 14ft., cruiser or square stern, under 20 years old. Telephone: Kings Lynn 2316.

£200+ for marine chronometer pre 1950. Divers helmets £200 paid. Various sections around £100 given. Marine instruments, telegraph, ship's wheels, clocks, compasses, binoculars, barometers, indeed any interesting (decorative) marine items purchased. Nav. lamps, oil and electric bought at sensible prices. In Scotland monthly. Kindly Write or Telephone Botley (048 92) 65 14. The Old Fire Station, 40 High Street, Botley, Hamp. Anytime.

PUBLIC NOTICE

ISLE OF MAN FISHERMAN'S ASSOC.

The above Association comprising over fifty full time commercial vessels is at present organising its supply situation. All persons companies wishing to be considered for the supply of clothing, safety equipment and other ancillary supplies and equipment should contact:
The Secretary, 4 Queen's Drive, Peel, Isle of Man.
Enclosing price lists, discounts and any necessary sample orders possible. Any present suppliers need not reply unless re-quotes are available.



WANTED

WANTED secondhand 10 volt electric New vessel up to suit 12ft. boat. Call Plymouth 0762 383372.

BUSINESS OPPORTUNITIES

THIRD partner wanted for pottery/trawler now making freshening coast, capital £10,000. N. Gregory, 10 Hill, by Llanmole, Hants, DY15 8, Wales.

PUBLIC NOTICE

ISLE OF MAN FISHERMAN'S ASSOC.

The above Association comprising over fifty full time commercial vessels is at present organising its supply situation. All persons companies wishing to be considered for the supply of clothing, safety equipment and other ancillary supplies and equipment should contact:
The Secretary, 4 Queen's Drive, Peel, Isle of Man.
Enclosing price lists, discounts and any necessary sample orders possible. Any present suppliers need not reply unless re-quotes are available.

Cummins Diesel

Sales & Service
RAINHAM TRADING
ESTATE
DOVERS CORNER, NEW
ROAD, RAINHAM, ESSEX
Tel: Rainham 83355

fishing news

May 27, 1977

No. 3329

Est. 1913

16p

WE ARE SAILING!

Deepsea fleet demo on

WESTMINSTER is the target for frustrated trawlermen. Some of the biggest vessels in the British fleet will be sailing up the Thames on June 14 to demonstrate to the nation that the future of its fishing industry is at stake in the EEC talks taking place in Brussels on June 27. A new wave of alarm swept through the industry last week after the conservation talks in Brussels. This revived the idea of the trawler demonstration which had been shelved earlier this month.

Five big freezers coming up line-a-stern are expected to moor in the Pool of London. All other vessels taking part are requested to report at 0700 hours to the trawler Boston Blenheim, moored at Gravesend Reach on the morning of the protest.

Neil Parkes, British Fishing Federation director, organising the demonstration, said: "We had contemplated a Thames demonstration before this week's talks, but the tides were not suitable for the big ships so we shelved the idea."

Neil Parkes, British Fishing Federation director, organising the demonstration, said: "We had contemplated a Thames demonstration before this week's talks, but the tides were not suitable for the big ships so we shelved the idea."

NORWAY SHOCK

BRITISH fishing hopes suffered another massive setback this week when Norway imposed a 33 per cent cut on fish quotas for EEC fleets in her waters north of the 62nd degree of latitude. This move is the result of dithering and disagreement by the EEC which has totally frustrated the Norwegians.

Without agreement on said Austen Laing, director-general of the British Fishing Federation, "free-for-all" situation will now develop on the north-eastern fishing grounds, warns the British Fishing Federation. This could lead to big cutbacks in British fishing.

The 1977 EEC quota for Norwegian Arctic cod represents a 25 per cent cut on last year. From January to August 31 the cod quota is fixed at 36,300 tonnes.

The EEC quota for Greenland halibut has been fixed at 700 tonnes until August 31. Cod and halibut quotas for the remainder of the year will be fixed later.

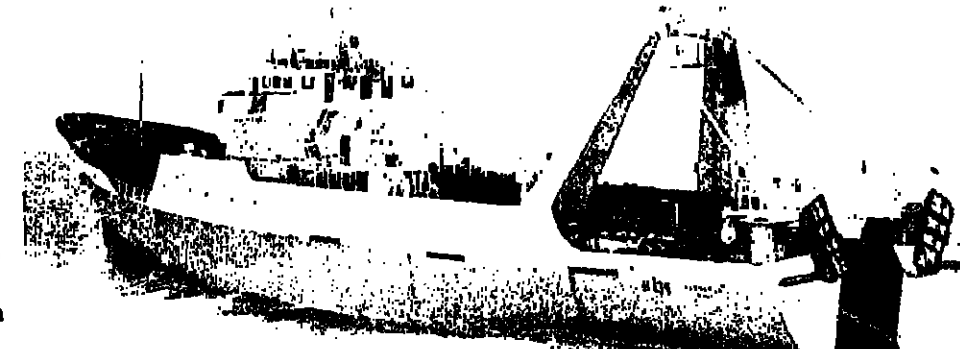
As the EEC has not yet agreed any national quotas for its members, British fishermen anticipate a reinforcement of the unrestrained effort already evidenced by other EEC states which will rapidly exhaust the EEC quota — possibly before the end of the summer. The new 7,500-tonne quota for redfish has already been taken.

The situation is outrageous. Once again the EEC's shortcomings are rebounding disastrously on the British fishing industry.

French blockade

A BLOCKADE by 40 French fishing boats was reported to be taking place in the port of Roscoff, Brittany, as a protest against the fine on one of their skippers for using undersized mesh nets at Plymouth this week.

French fishermen maintain that the blockade is not an anti-English demonstration. They claim it is being done to draw attention to changes they want in the mesh size regulations. Fine: Page 5.



Farnella — she could be on a Thames protest trip next month with four similar ships.

decline in catches is being prepared to argue into the night in an attempt to continue the present ban for the rest of the year, with the others plainly itching to get at the fish and grab what they can.

"The EEC Commission itself favours a ban, but the others will obviously override them and us if they can."

"The fact that the other

EEC trip: Shetland 'happy'

THE SHETLAND delegates who went to the EEC in Brussels last week on the limits protest were well satisfied with what had been achieved.

New contacts had been made, they said, and every co-operation had been given in organising meetings. EEC Commissioner, Finn Olav Gundelach, is being invited to visit Shetland and it is expected his reply will be received this week.

George Hunter, manager of Shetland Fishermen's Association, said: "We saw the people we set out to see and we impressed them. The people we met were non-committal about a 50-mile limit, but we were able to make our point at first-hand."

"We were able to tell them that we were not speaking about statistics, but about people, and the very future of island communities."

The delegates learned in

Turn to Page 16

Brush off

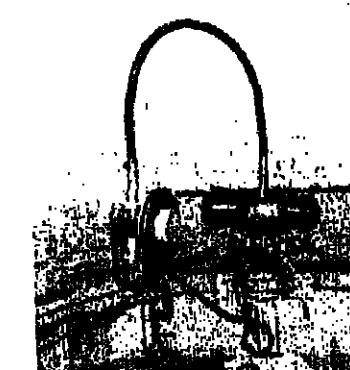
THE MINISTER of State for Fisheries, Edward Bishop, has refused to recognise the newly-formed National Federation of Fishermen's Organisations.

Representatives from the new body, which has support on the east coast from Berwick-on-Tweed to the Humber and on the west coast from Fleetwood to Whitehaven, met Mr. Bishop in London last week.

Afterwards, a spokesman said: "He didn't even recognise us. I don't think he'd even heard about us."

The federation is to continue to fight for recognition and a 50-mile limit.

LOBSTER-MEN!



WITH THIS PORTABLE HAULER, YOU CAN —

- Make your outboard do the hard work
- Fish 4 times more crabs/pots than by hand
- Work deeper water, fresh grounds
- Lengthen your season — at peak prices
- Use lighter line at half the cost
- Pull great/long-lines in the off season
- Operate single-handed, and more safely
- MAKE MOST CLEAR PROFIT FROM ANY SMALL BOAT

— AND IT PAYS FOR ITSELF IN WEEKS!

Fits many inboards too.

Write for illustrated details
TRAP FISHING LTD.
47 MESPI ROAD, DUBLIN 4
Tel. 782249

FAROE SHIPS FIT CANNON

THE TWO Faroe Coastguard ships *Tjaldrö* and *Dagstornan* are to be fitted with cannon later this month. This is part of a programme for the enforcement of the new 200-mile limit which came into operation earlier this year.

The cannon, costing about £10,000 each, are 20mm. Derivations of the latest type having a range of about 5,000 yards.

The fisheries protection fleet in the Faroes is a joint operation between the Danish and Faroese Governments and consists of four ships, a helicopter-carrying frigate

50-MILES

From page one

talking as a Dane, Mr. Gundelach said he had been "shocked" by the hasty renegotiation of the Common Fisheries Policy just as Britain, Denmark and Ireland were joining the Community. But he defended the EEC's attitude to 200-mile limits. The EEC could not foresee the prospect of 200-miles in 1970-71. "It was in nobody's mind at the time".

The establishment of 200-mile limits around the world was a protective measure, but it had hurt. For the EEC there have been painful experiences with Iceland, in the Barents Sea and on grounds around the United States. All this has heightened the "dramatic fishing situation" in Europe, said Mr. Gundelach.

Some countries had been harder hit than others. "The UK had been hit hardest of all and I believe there must be compensation".

In dealing with conservation, Mr. Gundelach said it must be considered if the size of ship in itself is a conserva-

tion problem? Is their capacity too great for some delicate stocks?

Any discussion on conservation presents social problems, pointed out Mr. Gundelach. "It means jobs. It means defending local populations dependent on fishing".

There was no natural justice in the Common Fisheries Policy, James Johnson, MP (Lab. Hull, West) told the conference. He would be supporting the Liberal Party in a move to get a Bill through Parliament for a 50-mile limit.

The Commission's proposals were nothing more than a joke. They safeguarded old members states at the expense of the new, said Jojo Murin of the Irish Fishermen's Organisation. The EEC has not paid the slightest attention to the social and economic plight of fishing communities in Britain or Ireland. "We have got to get away from the politics surrounding fishing problems," said Mr. Murin.

Politics are threatening conservation, pointed out Grimsby's new MP, Mr. Austin Mitchell. Quotas become an auction. The TAC

proved her worth in several rescue operations and has warned off poachers, but until now she had no authority to arrest.

This, however, has now been granted in a special law ratified by the Danish Parliament.

Supplementing the four patrol ships is a search and rescue helicopter and a light twin engine spotter aircraft. The Faroese fishing limits are now among the best patrolled in Europe.

is inflated beyond safe limits to achieve a compromise between countries in the share out.

Mr. Mitchell suggested that outside a national 50-mile limit, a common 50-mile pool should be set up with conservation measures to see how these work.

"If industrial fishing is not stopped, there will not be enough fish left to form a policy about," warned Skipper Willie Hay, chairman of the Scottish Inshore White Fish Producers' Association. Give me one advantage from the CRP for the Scottish fishermen that I can take back to my skippers, he asked.

Scottish fishermen believe that they will get no help from Brussels, said Mr. Gilbert Buchan, vice president of the Scottish Fishermen's Federation. "If you carry on in the present vein, Mr. Gundelach, you are going to get a fierce reaction from British fishermen. The future of British fishing lies within 50-miles of the coast. We do not see how from Brussels you can put forward a plan that will suit," said Mr. Buchan. SEE COMMENT.

INSIDE LIMIT: Former fishery officer fined

A FORMER chief fisheries officer of Cornwall, Pender, was one of three people fined a total of £1,000 after their trawler was found fishing inside the Cornish three-mile limit last November.

A second charge of a similar offence was dismissed by the magistrates at Penwith, Penzance.

Pender, now living at Brixham, was charged along with John Robert Perkes, also of Brixham, and Major John Kenneth Hay of Frome, Somerset.

Pender and Perkes pleaded guilty to being the owners of the trawler *Jannie Marie* which used a trawl off Castle Trovren Point, within the three-mile limit. Hay pleaded not guilty but the magistrates found the case proved.

The three all pleaded not guilty to a similar offence alleging their boat was south of the three-mile limit, and the magistrates dismissed the charge.

Prosecuting on behalf of Cornwall Sea Fisheries District Committee, Michael Brabin told the court that the three-mile limit was a fishing limit. The trawler 2.3 miles from Castle Trovren Point in contravention of the three-mile fishing limit.

GOLLOP TRAWLS

The South-West's Trawl Net Factory
MILLGREEN, LYME REGIS, DORSET
Telephone: Lyme Regis 3620

Bottom and Wing Trawls, I.C. Pair and Single
Boat Midwater Trawls, Bottom Pair
North Sea Shrimp Trawls, NEW FROM
TRAWS DENMARK: Tangle Nets for sole, bass, mullet, cod, etc. £38 per fathom, read to fish.

S.W. Agents for Europe
Skagen Wær, Shetland, Fife, Shetland, Orkney
and Blue Floting and leaded P.P. ropes
All at cash and carry prices
RETAIL SHOP NOW OPEN

Gundelach coming to Aberdeen

SCOTTISH fishermen will have a chance to voice their views to EEC Commissioner Finn Gundelach in Aberdeen on June 14.

Mr. Gundelach, an invitation to visit Aberdeen last Friday when he is speaking at a conference in Hull (see page one).

Disturbed by what he had heard from Aberdeen about the fishing limits, Mr. Gundelach is expected to visit Aberdeen on June 14.

GOLLOP TRAWLS

The South-West's Trawl Net Factory
MILLGREEN, LYME REGIS, DORSET
Telephone: Lyme Regis 3620

Bottom and Wing Trawls, I.C. Pair and Single
Boat Midwater Trawls, Bottom Pair
North Sea Shrimp Trawls, NEW FROM
TRAWS DENMARK: Tangle Nets for sole, bass, mullet, cod, etc. £38 per fathom, read to fish.

S.W. Agents for Europe
Skagen Wær, Shetland, Fife, Shetland, Orkney
and Blue Floting and leaded P.P. ropes
All at cash and carry prices
RETAIL SHOP NOW OPEN



Shell is catching

Shell marine oils are as much a part of the sea as these kits.

Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's trawlermen need.

At Grimsby, Lowestoft, Fleetwood,

Hull and Aberdeen, Shell are the main bulk oil suppliers. Elsewhere, they're ready at the docksides of every major fishing port.

Even while you're at sea, Shell technology is on call. Extensive research facilities are there to help you.

With so much at stake, it pays to pick Shell.

SHELL MARINE LUBRICANTS



THE GREAT SAFETY FIGHT

Protest forces Rules rethink



Top: Brixham trawler owner Les Cunningham, one of the leaders of the battle against the DoT safety rules, and (above) the man who resigned because of the local row, Jack Brenton. He originally surveyed *Our Adriatic*. Below: the arguments go on. Skipper Stan French (left) puts his point of view to DoT deputy chief surveyor, Jack Topp.



AFTER THEIR long fight inshore fishermen believe they are on the way to getting the DoT fishing vessels safety rules changed. A review of the rules was announced last week by Under-Secretary of State for Shipping, Stanley Clinton Davis. (*Fishing News*, May 20).

This move followed a meeting in London with representatives of fishermen from Scotland to Cornwall. At one stage during the meeting, Department of Trade officials were asked by the Fisheries Organization Society to suspend the rules. Stanley Clinton Davis, announcing the review, said: "Teething problems are bound to occur in introducing any new safety regime. The fishing vessel safety rules are no exception."

"This is why I promised when they were introduced in 1975 to review the situation when some real experience had been gained in their application."

The minister said he would be having another meeting with the department's fishing vessel surveyors in the near future to consider how the difficulties which had arisen could be overcome.

He emphasised he was convinced there was a need for safety rules because inshore fishing was a dangerous occupation, and it was right for the department to ensure that the vessels involved be wholly effective to meet the hazards of operation in this industry.

Included for consideration in the review would be some kind of instalment system which could be introduced on existing vessels to help fishermen pay the survey fees over a four-year period. The calculation of fees would also be studied.

Stability of existing vessels would also be studied to see if some flexibility could be introduced into the application of existing rules without undue risk.

A joint inter-departmental working group, which will meet regularly to study new developments concerning the rules, is being set up. The working group will include fishermen from all areas.

"For the first time after two years' bashing we have got our foot in the door," said Brixham trawler owner, Les Cunningham, who has played a leading role in the fight against the rules. But he warned that there would be no co-operation with the department in this area until the DoT's chief surveyor for

the south-west, Mr. B. Matthewson, is removed. Mr. Matthewson was involved in two controversial safety decisions on local boats.

In dealing with stability problems, Mr. Cunningham said he was dubious about some of the statistics produced by the department at the meeting. "These were losses dating back to 1961."

"We know these vessels are lost," said Mr. Cunningham, "but we want to know why?" All the losses were not due to stability and that is why these statistics are misleading, pointed out Mr. Cunningham.

There was also a promise from the department to urgently examine the case of the Brixham trawler *Our Adriatic*, owned by Skipper Stan French, which had been declared unsafe after going to sea for 34 years.

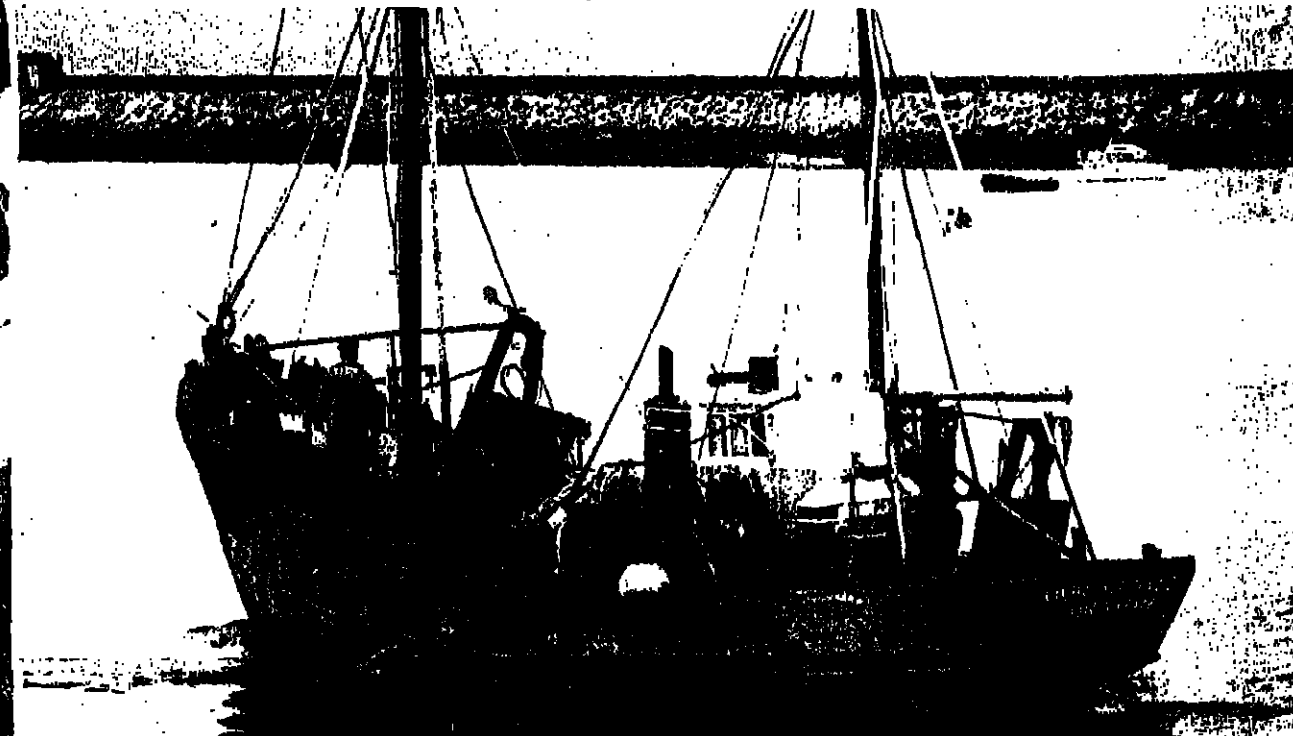
Strong pressure was mounted at the meeting for department decisions to have regard to the history of a vessel and her type of operation.

It is understood that the department has asked its local surveyor in the south-west, Jack Brenton, who resigned after the row over the rules, to reconsider his decision.

Survey fees: see back page.



Bob Matthewson — the DoT's chief surveyor in the south-west, who resigned after the row over the rules, to reconsider his decision. Below: the 34-year-old *Our Adriatic* in Brixham harbour.



HULL FREEZERS GOING DOWN TO AUSTRALIA

HULL IS to lose three freezer trawlers...to Australia. This follows a deal in which British United Trawlers has acquired a 50 per cent holding in Southern Ocean Fish Processors Pty. Ltd. of Western Australia to develop an integrated catching, processing and marketing operation based at Albany, 250 miles south of Perth.

The project involves the construction of a new fish processing factory and trawler maintenance base on a site alongside the harbour at Albany. The factory will be equipped with the latest processing machinery, including units specially designed for Australian species, and is expected to be operational by late 1977. It is intended that the bulk of production will be marketed for consumption in Australia.

Southern Ocean's existing trawler fleet will be expanded by the addition of three BUT whole fish freezer trawlers, *Uthello*, *Cassio* and *Orsino*, which are being extensively re-equipped for this project. It is expected that the first vessel will leave the UK for Australia in late summer/early autumn.

BUT is to provide Southern Ocean with an experienced UK management team comprising executives to take charge of the trawling and shore processing functions and a marine engineering superintendent. In addition, the freezer trawlers will be manned initially by experienced UK officers and crews are to be selected over the next few weeks; however, it is hoped that Australian fishermen will be recruited and trained to take over the manning of these vessels in the future.

In his statement announcing the support of the Western Australian Government for the project, the Premier, Sir Charles Court, said: "This joint venture adds a new dimension to the Australian fishing industry by extending activities from the coastal shelf to the deep sea."

Western Australia now



Othello — one of three Hull freezer trawlers bound for Australia.

has a clear lead in the development of a rich offshore resource and will be in a strong position to exploit the potential of a 200-mile limit, should this be declared."

Sir Charles said the State Government was pleased to be closely associated with the deep-sea venture which is a breakthrough for the Australian fishing industry.

Plaice: 'a disaster'

FLEETWOOD'S distant-water ships hit trouble from an unexpected quarter last week — lack of demand. The stern trawler *Boston Beverley*, commanded by Skipper Hugh McMillan, made the long voyage to the White Sea but when she returned with plaice the market hit rock bottom.

The vessel landed 908 kits, including 820 of plaice, but 203 kits of the main variety did not reach minimum price (£22) and went for fish meal. The catch sold for only £15,476.

Geoff Anderson, president of the Fleetwood Fish Merchant's Association, said of the trip: "It is just that on the day it is the wrong sort. The country is crammed with plaice at the moment, much of it imported, and minimum price is just too high for us to pay."

Dennis Bond, Fleetwood-based manager for Boston Deep Sea Fisheries Ltd., said: "The voyage was a disaster, causing a loss of thousands of pounds. The same has happened to ships on the Humber today. Don't

ask me to explain. It is one of the stupid things that happen in the fish trade."

There was better fortune for the port's near and middle-water trawlers landing during the week. The side trawler *Wyre Defence*, for example, returned from the Scottish grounds with 764 kits, including more than 200 of cod, 250 of haddock, 40 of coley and 150 of dogs, which sold for £16,321. On the same day the nearwater trawler *Rosamunda* continued a good run with 96 kits — seven of hake, 20 of roker, 20 of haddock, 10 of coley and 18 of roker — which sold for £3,313.

On the following day the 53ft wooden trawler *Giri Doris*, skipper-owned by Jack Delroy, had the market to herself and took full advantage of it. The vessel worked her usual North Channel grounds before returning with 102-kits including 16 of hake, 20 of cod, 25 of roker and four of dogs, for a grossing of £3,726 — an excellent total for a trawler of her class.

There was a good grossing for the 108ft *Royalist*, commanded by Skipper Jack Pickens, when she landed the day after. The vessel caught 414 kits, including more than 220 of cod, 45 of haddock, 45 of coley, 10 of roker and 20 of dogs, which sold for £12,802.

It was left to an Irish trawler to record the top average grossing of the week. The beam trawler *Morris Jacob*, worked the Morecambe Bay grounds to such good effect that she was able to put into port with 81-kits, including more than 45 of sole, for a grossing of £6,512. The sole in the vessel's catch averaged more than £120 a kit. Boston Deep Sea Fisheries were the agents for the vessel.

This is all too often the trouble with inshore fishing — a good catch may have to cover expenses of several weeks.

Soles soar to £160

THE GRIMSBY zulu boat *St. Vincent*, which has been inshore trawling throughout the winter, landed four kits of dover soles after a two-day trip last Friday to gross £570.

Skipper Sidney Carlton has worked hard on the local grounds and his fish sold from £144 per kit to a top line of £180 per kit through the local George B. Bee Ltd. agency.

St. Vincent was just about the only inshore boat in action at the South Humber port last week as north-easterly North Sea winds gust-

ed to galeforce at times. Ever Shearbill (Skipper Ted West), which made such a good start lining for dogfish, had to spend the week in port waiting for the weather to fair away.

This is all too often the trouble with inshore fishing — a good catch may have to cover expenses of several weeks.

MOREP LIMITED

Offer Quality — Service — Keen Prices And Gill Nets, Trammals, Ropes, Twines, Netting, Oil Skins, Combination, Warps, Chandlery.

MOREP LIMITED

LUDDENDEN CHAMBERS, NEW ROAD, LUDDENDEN, NR. HALIFAX, YORKS. Telephone Calder Valley (0422 83) 2721

Come to Britain's greatest fisheries show!



The Humberside International Fisheries & Marine Equipment Exhibition

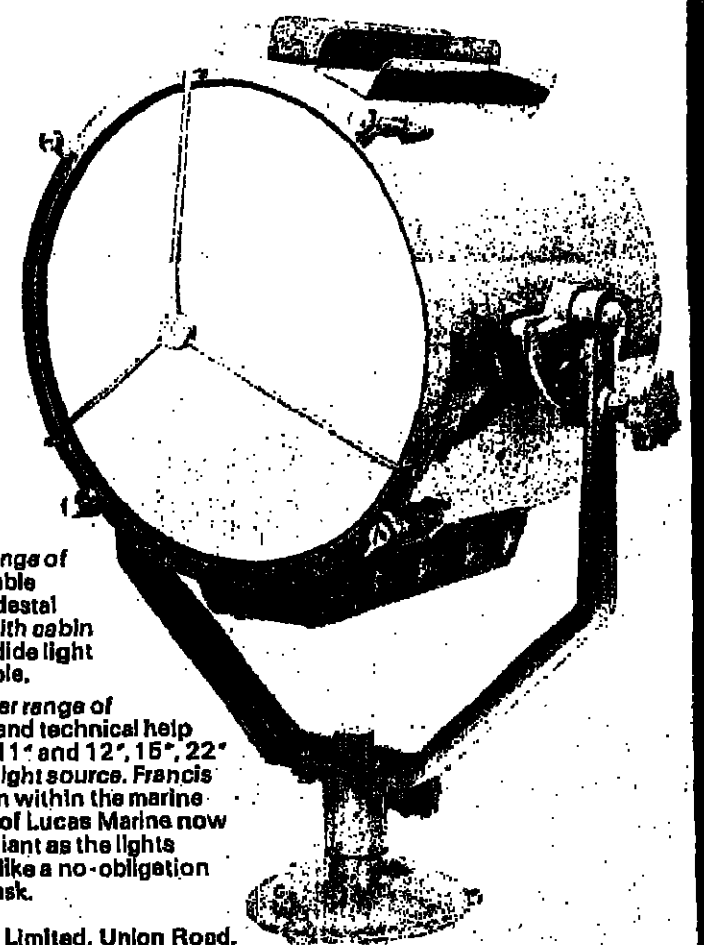
ST. ANDREW'S DOCK, HULL 15-19 JUNE 1977

This great Exhibition promises to be the best show of its kind ever presented in Britain. All available stand space has been taken up and the list of exhibitors represents a complete cross-section of suppliers, both British and foreign, to the fishing industry. All the world of fishing will be converging on the Humber in June, so make a note of the dates.

JUNE 16 — A one-day National Conference will be held in the City Hall, Kingston-upon-Hull on THE FUTURE OF THE BRITISH FISHING INDUSTRY. Write or telephone for brochure to the Exhibition organisers.

Organisers: Eagle Exhibition Consultants Ltd., Ludgate House, 110 Fleet St. London. EC4A 2JL Tel. 01-353 4885/9 Telex 21977

Francis Searchlights are British, brilliant, and offer a better choice than anybody else.



How about this one

The 12" (300mm) range of searchlights is available deckmounted, or pedestal deckmounted and with cabin control. Compact iodine light source is also available.

Nobody offers a better range of searchlights, spares and technical help than Francis. 7", 9", 11" and 12", 15", 22" with or without CSI light source. Francis have a fine reputation within the marine industry, and as part of Lucas Marine now offer a service as brilliant as the lights themselves. If you'd like a no-obligation demonstration, just ask.

Francis Searchlights Limited, Union Road, Bolton BL2 2HJ, Lancs., England. Telephone Bolton 27198. Telegrams Francis, Bolton. Telex 63486

Lucas Marine

Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price bolsters their performance, and their size and reliability make them ideal for the smaller vessel.

DEPMAR 103

The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 29W from a 24V d.c. supply, and compact 60 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom anywhere' are featured for fishing.

DEPMAR 131

Smaller than the 103, the DEPMAR 131 is only 210 x 280 x 150 mm and weighs 6.6 kg (14½ lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'flasher' with two range scales, providing for paper economy on passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 8 inch, but like the 103 it has white line, a 'bottom anywhere'

facility, and very low power consumption. Alternative 60 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 60 kHz transducer for steel vessels.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

KELVIN HUGHES

A DIVISION OF SMITHS INDUSTRIES LIMITED
New North Road Hamant Wood Essex IG6 2UR Telephone: 01 500 1020 Telex: 896401 Grams, Cables, Mariner World

John Co Ltd

Specify POWERLIFT

for your vessel

Complete range of haulers to suit your requirements, with hauling capabilities of: 900lbs, 1400lbs, 2000lbs.



Self-hauling sheave



Capstan

Combination

POWERHAUL seine/trawl winch 2000lbs pull



Full installation kits can be supplied '12 months warranty W.F.A. approved

AGENTS REQUIRED IN ALL AREAS

POWER ENGINEERING (Int.) LTD.
Adelaide Road, Bray, Co. Wicklow, Ireland.
Phone 860482. Telex: 30298.

UK distribution: Colin Manning
20 Hiffon Estate, South Stack Rd. Holyhead,
Anglesey, Wales. Telephone: Holyhead 4415.

Union blocks port's Icelandic 'life-line'

AN ATTEMPT to bring an Icelandic trawler to Fleetwood to boost distant water supplies hit a snag last week when the local branch of the Transport and General Workers' Union (whose members unload ships) decided against the plan.

The move had been agreed by the Fleetwood Fishing Vessel Owners' Association and the Fleetwood Fish Merchants' Association, but when the lumpers met they decided not to land the vessel.

Geoff Anderson, president of the merchants' association, said: "I believe that on a local level the lumpers had sympathy with our problem."

"But they said they had to abide by a national agreement that no Icelandic fish should be landed by their members until such time as we were able to fish their waters again."

He added: "Our willingness to handle Icelandic fish at Fleetwood after we were pushed out of their grounds is in no way disloyal to British fishermen."

"Unless we start getting fish from somewhere soon

there will be no fish trade for our trawlermen to come home to. We supported the fishermen when they protested about the Icelanders' unilateral action. Now we are facing the most desperate of situations."

Mark Hamer, general manager of the owners' association, said of the Iceland plan: "The approach was made and it had to be considered because of the

critical supply situation facing Fleetwood.

"It got favourable reaction because, somehow, we have increased our throughput at Fleetwood. Naturally, we reported the matter to the men and were told of the inter-port agreement."

"These statements came a week when there was only one landing by a distant-water trawler to supply the market at the port."

That sinking feeling

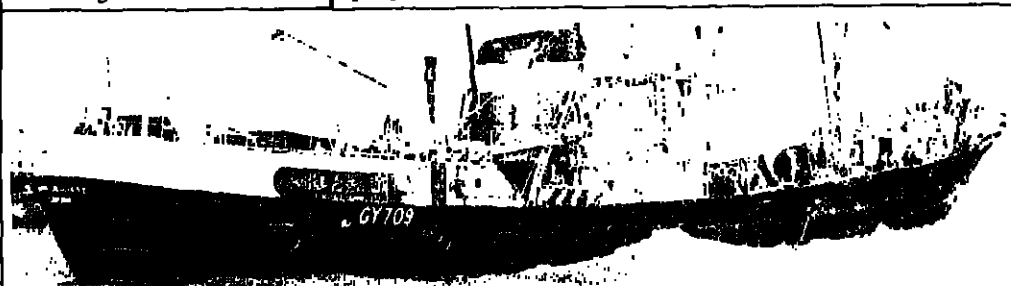
PORTHLEVEN, Cornwall, fishermen Bill Laity had a shock when he arrived at the quayside on Saturday.

His 18ft. boat *Boy Piran* was wallowing in 18ft. of water off the outer quay. Mr. Laity had arrived home from a fishing trip at

2.30 a.m. on Saturday morning and left his boat with supporting legs fixed to the changing tide.

A few hours later the boat and helpers were working frantically to right the boat and move her into the harbour for closer inspection.

It is believed that one of the legs fixed for the recent tide gave way and sank into mud. It was still held firm Monday this week when an attempt was made to withdraw



Lord Jellicoe — plies at £6-a-kit chopped her grossing to a low £28,463.

LING LANDINGS ON TOP AGAIN

FOR THE THIRD week in succession two big French blue ling landings have stolen the limelight at Grimsby.

But the bonanza could be drawing to a close as the seasonal fishery in the deep waters off the Faroes and Orkneys is nearly finished.

Boston Deep Sea Fisheries Ltd., which has agitated the procession of modern French stern trawlers so successfully, was only expecting one definite landing of French-caught blue ling this week. This will probably be the last of the year.

The chance Boston took in bringing the French blue ling to Grimsby in quantity has come off very well indeed. A buyer for an established firm of fish merchants told *Fishing News*: "We shall be very sorry when supplies dry up."

"It has proved a most acceptable, and cheap, alternative to haddock and cod and — coming at a time when muddfish has been difficult on the fresh market — has really helped us out of a hole."

Last week, after similar 16-day trips, the French trawler *Le Verrier* grossed £47,798 from 2,044 kits to average £23.38 per kit, while *Bressay Bank* made £44,385 from 2,015 kits at an average of £22.03. Both vessels landed almost all blue ling.

Over 30,000 kits were landed last week — the most since March — and prices in general stood up very well in the "rather slow" quayside trade.

The seiners had easily their best week of the year so far with good cod and plaice.

Allard Hewson's *Gladness*

came within an ace of a new port-grossing record for an anchor-seiner with 340 kits, including over 180 of cod and 100 of flatfish but Skipper Jorgen Olesen had to make do with £10,342.

The top flight pair team, Margrethe Bojen (Skipper Jens Bojen) and *Frances Bojen* (Skipper John Richardson), also got on to the North Sea cod to chunk up £35,480 from 1,061 kits in 11 days.

Danbrit landed Newington's *Hurton Agnes* (Skipper Derek Brown) and *Burton Pidsen* (Skipper Mol Torrington), back from a Western maiden as a pair team with 857 kits worth £23,232.

It was also a good week for the Tom Sleight agency; the pair team *Clee* and *Searcher* grossed £15,379 and *Macandri*, *Coral Bank* and *Genara* headed a host of big seining trips.

At the other extreme the distant water trawlers are still finding things very much against them. Boston's *Voleus* (Skipper Eddie Grant), after a 24-day White Seas trip of 978 kits, found no buyers for her redfish and grossed only £21,402. Some 295 kits went to fish meal.

BUT's *Lord Jellicoe* (Skipper Eddie Hall), on the same market, saw 388 kits of

plaice knocked down to the pet foods manufacturers at 15p per kit and a further 34 left as unsold. She had a "disaster" grossing of £28,463 from a turnout of 1,340 kits.

"The second boat landed underwent trials and got off on a delivery trip to Cyprus. This 32-footer is fitted out as a trawler-yacht."

FIRSTCASTLE LTD.
BURY OLD ROAD,
HEYWOOD, LANCs.

Remember us?

We are the company who never advertise. We, of course, don't need to, as you know, word of mouth, goodwill, etc. How people know we sell record. Gardiner and other types of marine engines, gear sets and electronic control equipment amazes us, we keep our phone number at 0708 88903 ex directory. Amazing.

LONG LINERS!
Clip-on snoods make sense
SAFE, FAST, RELIABLE AND ECONOMICAL

Send for Sample and details.
Enclose P.O. 25p. for postage, etc.
TRANSATLANTIC FISHING SYSTEM
42 Comfort Rd, Mylor Bridge, Falmouth,
Cornwall.



DESIGNERS and BUILDERS OF HEAVY DISPLACEMENT WORKBOATS
CRAFT UP TO 16 TONNES
In Glenamere Reinforced Fibreglass — 16 Full length — 1000 sq. ft. of composite
Constructors: H.M. Ministry of Defence
Designs Approved by The White Fish Authority & The Department of Trade and Industry

M. J. HAYNES, Designer/Builder
M. J. HAYNES, Designer/Builder
VERSATILITY WORKBOATS
RYE YACHT CENTRE, RYE, SUSSEX
TN31 7JH, ENGLAND
Tel: RYE 3338

£10,000 FINES FOR SPANISH PAIR TEAM

TWO SPANISH pair trawler skippers were each fined £10,000 at Stornoway Sheriff Court last Friday for illegal fishing inside the 200-mile limit.

They left Stornoway on Monday after paying the fines and buying back their catch and gear which had been ordered to be forfeited by the court.

The two skippers — Jose Balenciaga (51) of *Nuestra Señora de Olaz* and Eusebio

Amuchastegui (58) of *San Sebastian de Soreau* — were given five days to pay the fines.

The sheriff had ordered that both vessels be detained at Stornoway until the fines were paid and had granted a warrant for the vessels to be sold if the fines were not paid.

Before sailing Skipper Balenciaga said: "We will not be back in these waters until the law is changed. It is now a matter for the Spanish government to take up with the EEC."

The skippers were found guilty of pair trawling for unauthorised fish in Zone 6 (A) within the 200-mile limit — an area where Spanish boats are permitted only to catch hake.

When they were arrested on Tuesday last week by the fishery cruiser HMS *Westra* 60-miles north-west of the Butt of Lewis, 80 per cent of their catch was found to be of unauthorised fish — mostly ling.

Sheriff Scott Robinson imposed fines of £10,000 on each

skipper, ordered forfeiture of gear from both vessels valued at £20,000 and also confiscated their catch, except the hake, valued at £4,000.

On Monday an agent for the Spanish trawlers paid the Sheriff clerk at Stornoway a total of £28,110 — £20,000 for the fines, £4,000 for the gear (re-purchased at a negotiated price) and £4,110 for the catch.

The Spanish vessels contribute about £500 a year in dues to Stornoway pier and harbour commission and their absence will also be felt by the marine engineering firms in the town. They also spent a lot of money with the grocers and butchers and bought tape recorders and radios, etc.

Lobster raid-thief beware

SIR, In the early hours of last Friday some 4 to 4½ owt. of select lobsters worth about £1,000 were stolen from the Port Isaac fishermen's storage pool.

Fishermen feel that it was possibly someone with local knowledge, as there was three days' catch from all the boats in the pool which was due for clearance to the market that day.

Although the store pots were cut open they were not unduly disturbed, which would indicate that the thieves knew how to handle lobsters.

Police were informed at 11.30 am when the tide left the pool and the discovery was made. They were quickly on the scene and enquiries were soon started. Perhaps through reading this letter dealers or buyers may remember an extra consignment or someone selling lobsters who normally does not sell too many to the trade. The larger fish would have red-

LETTERS

dish claws — 'Red Toes' as they are called here.

There are now about 20 hangman's knots waiting in various cellars in the village ...

J. ROWE,
13, Dolphin Street,
Port Isaac,
Cornwall.

SHUT-DOWN

GRIMSBY fish market will be closed on June 6 and 7, the Spring Bank Holiday and the Queen's Silver Jubilee. The market will re-open on Wednesday June 8.

Another mini-net

A FRENCH skipper was fined £800 at Plymouth Magistrates Court on Tuesday for using nets with undersize mesh. He was ordered to forfeit the offending parts of his nets and pay £70 costs.

Marcel Bordes, 34-year-old skipper of the trawler *Le Corse*, was one of a number of French skippers fishing 65 miles NW of the Scillies on Sunday when a fishery protection ship made a routine check.

Hilary Collins, prosecuting for the MAFF, told the court that when a boarding party from HMS *Jersey* went aboard *Le Corse* it was clear from the state of the nets that they had just been used. They were 9 mm. smaller than the legal 75 mm. limit.

Mr. Collins said that international regulations were designed to preserve the world's stocks of fish and infringements would not be tolerated. He added that Bordes came from the same port in Brittany as a French skipper fined earlier this month for a similar offence. It was unlikely that he did not know about that incident.

David Bishop, defending, said Bordes had left port the same week as the fined skipper and did not know what happened.

The part of the net in dispute was for large prawns, he said. His nets had been checked by a British fisheries inspector on April 3 but, a few weeks later, he had bought the offending trawl from his local co-op.

Mr. Short retired eight years ago as outside manager with the Rinovia Agency in Grimsby. He joined the trawler owning firm before the Second World War in the late '30s, not long after it had been established, and worked very closely with Joseph Little and Joseph Cobley.

His life revolved around the industry and his hey-day was after the war as fishing got back to normal. A gentle giant, he knew everyone of influence in the industry. But his reputation was not confined to Grimsby. Harry Short was one of fishing's real thinkers, always on the look-out for new ideas, and he built up an international reputation when travelling widely to explain new methods.

It was when Thickett's was part of the Rinovia combine that he designed the reversible 'Fearnought' trawl door. Among many other improvements was his sprung galloways rollers to reduce wear on the trawl warps.

On the technical side he may best be remembered for the conversion work to the German armed trawler *Larwol*, which had been adapted during the hostilities to fire torpedoes through two stern tubes without altering her appearance as a trawler.

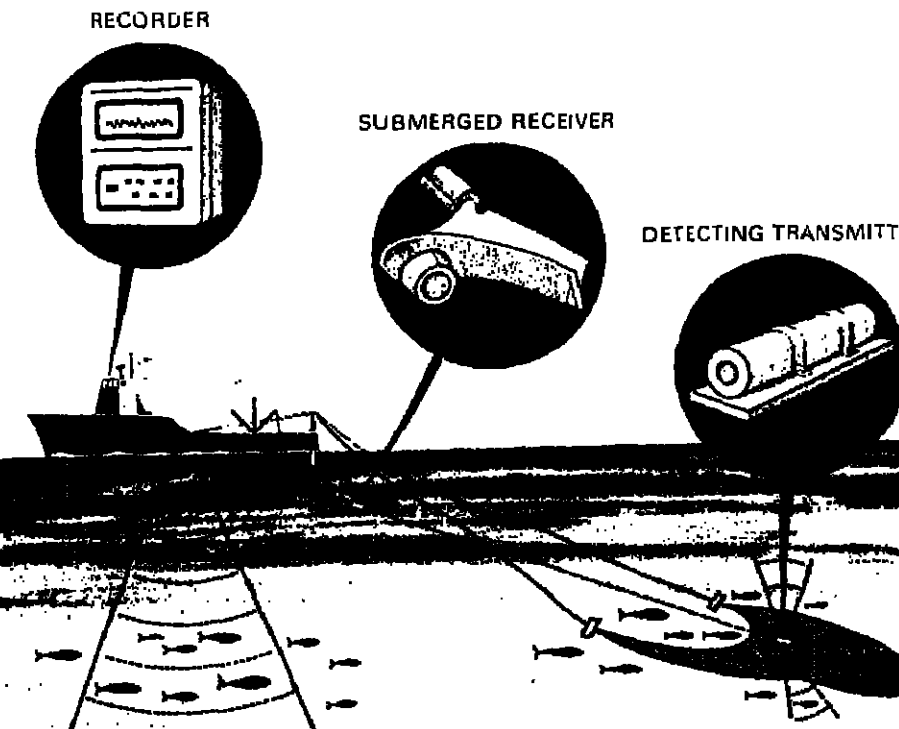
Rinovia re-named her *Sietnes* and she sailed for the firm until 1960 when she was broken up.

Mr. Short also worked in closely with many Icelandic trawler owners who sent ships to Grimsby with Icelandic fish to supplement the clamour for supplies at the Humber port before differences over limits split the two nations.

This side of the business had largely been set up by Mr. Olafsson, senior, father of the present Grimsby Icelandic Consul, and the floral tributes received from the firm were proof of the lasting respect he gained in Iceland. Harry Short will long be remembered throughout the industry as a modern-day pioneer. He is survived by a son and two daughters.

NOW for the blue whiting

Marconi Marine's new Net Monitor NM 853T has greater range for deeper fishing



This new version of Marconi Marine's successful net monitor retains all the well-proven features of the design, but the range has been increased to give even better performance at the greater mid-water depths fished for blue whiting.

Net Monitor NM853T shows you the depth of the headline below the surface, the character and position of the bottom relative to the

headline and footrope, the presence of fish above and below the headline and an indication of the quantity of fish in the net. It will also monitor water temperature at the net.

You can see how your gear is fishing and adjust it for the best results; and there is no cable connection to the equipment — nothing to interfere with normal operations.

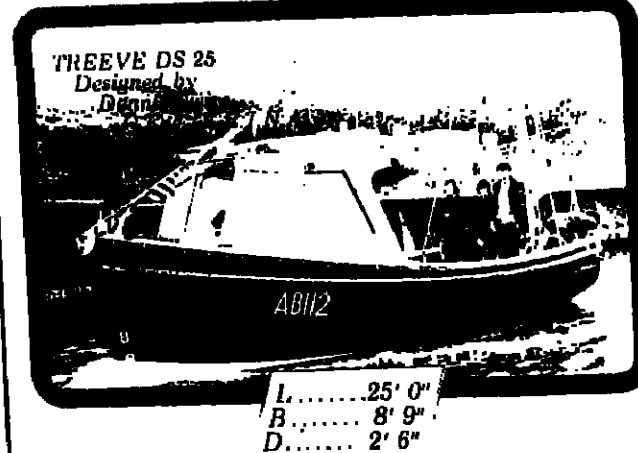
Marconi Marine fishfinding

The Marconi International Marine Co. Ltd.
Chelmsford Essex England
Tel (0245) 81701 Telex 99228 A.GEC-Marconi Electronics Company



FISHING INDUSTRY DIVISION
COMMUNICATIONS
FISHING
NAVIGATION - RADAR
SOUND AND TV

A NEW QUALITY IN FISHING



We specialise in modern GRP fabricated hulls, traditionally finished in quality hardwoods. W.F.A. approved.

For further details please contact:

REEVE MARINE LTD

HAYLE, CORNWALL
TEL. 0736 752214

DEUTZ in Scotland means DUNCAN ROGERS

Dependable DEUTZ Diesel Engines
from one to sixteen cylinders
3hp - 500hp air cooled
150hp - 10,000hp water cooled
for Sales, Spares, Service —

Duncan Rogers (Engineering) Ltd

4 GRYFFE AVENUE
BLYTHWOOD ESTATE
RENFREW PA4 9ES
Telephone: 041-886 7337

DRE

FISHERMEN'S MISSION

SERVING and CARING
For Shipwrecked, Sick,
Distressed, Disabled, Retired
and Sea Going Fishermen
their Wives, Widows and
Children

THIS IS OUR BUSINESS

Will you share in this ministry by
sending a generous donation to
Royal National Mission to Deep Sea
Fishermen

**43 Nottingham Place,
London W1M 4BX**

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron H.M. The Queen
85 years constant service to fishermen and their families

INSHORE at Grimsby

A MONTHLY FEATURE



Above: Barry Cator, partner in the new engineering firm of C. and N. Marine, spent ten years with Marine Diesel as outside foreman. Below: Jersey — de-masted and undergoing a mammoth refit at Grimsby. Below right: Elizabeth has returned to Scarborough after a spell of fishing from Grimsby — a real loss to the port.

"WELL THANK heavens that lot's over. Now we can get down to the business of catching fish and making a bob or two."

This remark was made to *Fishing News* by a prominent local inshore skipper as April gave way to May. Certainly if things do go wrong early on in the year, and this past spring has been something of an ordeal, then May usually marks a change in fortunes.

Biggest culprit has been the weather. The late March winds gave little respite through April and everyone suffered as gale after gale messed up trips and clamped down on fishing.

Hopes of an early start to the soles in the river went by the board and the whelkers, *Shepherd Lass* and *Shepherd Lad*, were badly hindered.

This was particularly unfortunate as the early season had looked so encouraging and, on the rare occasions when either vessel followed up a brief spell of good

weather, the pots invariably turned in a high yield. Conversely after a rough patch the yield fell, no matter how many days the pots had remained unattended.

These vessels are only on the Lincolnshire grounds between two high tides, leaving on one and returning on the next, yet they hardly managed to string together more than four successive trips before the weather turned sour and upset the routine often for days on end.

Jackpot

Strangely enough, as so often happens when the weather is bad, someone usually hits an unexpected jackpot and April was no exception.

Skipper Egon Thomsen in *Arcona Bay* pushed the port seiner grossing record up to £10,928 while most of the seiners were having a very slack time in some really lumpy seas.

Higher up the scale that remarkable duo, *Margrethe*

Hagen and *Frances* Bingham der skippers Jena Bingham and John Richardson, netted sixth port pair grossing of £42,407.

Having already netted another new high of £11,000 on the very same trip last week, the pair landed a new daily average of £12,388 per vessel at the same time landed a beginning of the month's pair must have the figure of £50,000 grossing well in sight. The improved Sea Fishing which started May could produce it.

The snag with people that they do tend to focus the attention on the big hauls. While they demand credit, sometimes really, performances go unrecorded because on the face, they are the same class.

Probably this was Grimsby's pocket pair *Jarvit* (Skipper J. Zeebroek) and *Jiles* (Skipper Jackie Zeebroek junior), missed out on a huge trip of dogs late in the month.

The two former net trawlers teamed up to

this year and, of course, took some time to get the hang of things using the standard Cosalt Gemini pair trawl.

Their combined turnout of 422 kits, taken in just three big hauls, sold for a very healthy £6,387 and must surely be a record for vessels in this category.

They had so much fish in one haul that they had to cut the sleeves to get the cod and in and also lost quite a lot of fish due to the weight.

The pair, which work through the A. E. Richardson & Co. Ltd. agency, now has a modified Gemini, with extra side panels, which should give an additional 50 per cent lift. However the fire on *Jilannon* at the start of May has prevented any assessment so far.

Sales

What a fickle job fishing is; just when you seem to be going places something crops up to upset the best laid plans. No doubt their chance will come another day, but skippers don't like waiting time ashore when fish are being caught — especially after going through two months like March and April.

Following hard on the heels of the sale of *Willemina* to Scarborough came further blows during April when the steel-hulled inshores *Valmont* and *Elizabeth* were sold away to Bridlington and Scarborough respectively.

The decline in Grimsby's full-time working fleet of inshore boats over the last 12 months is assuming alarming proportions. The return of *Elizabeth* (SH 191) to Scarborough, and the *Williamsons*, is a real tragedy as Grimsby fish merchant E.A. Bates bought her, just two years ago, as an investment for the firm in inshore fishing at Grimsby.

On the catching side the two sandeelers, *Glenda* and *Samantha*, did manage to make a start during April and really did very well under the circumstances. At £40 per tonne for reduction to meal there is good money to be made, especially if the fishing is good, and vessels can squeeze in a couple of landings each week.

Only a few years ago there was always a big local effort but it, too, has fallen into decline due largely to the very high price of conversion and intensive fishing by the continentals.

Face-lift

One vessel which has done her last seining trip is *Jersey*, presently undergoing a mammoth face-lift leading to a more leisurely existence some months hence. One of *Jersey's* old contemporaries, *Alderea* (GY 55), now *David Helen* (HL 6), also put in a rare visit for minor repairs since hard working skipper-owner, Vic Deer, took her north.

Most interesting development on shore was the establishment of the C. & N. Marine Engineering Co. Ltd. to cope with the growing demand for small boat repairs and installations.

Directors Barry Cator, Tony Tofton and Ian 'Ben' Cartwright have over 30 years engineering experience and, in a hectic first month for the company, there are 19 vessels pledged to it. Quite a start TOM WOOD.

POTS ~ TRY A LOCAL MAN

"WE ARE IN process of fitting out a 32 ft. glass fibre hull mainly for lobster and crab fishing and we hope to be able to make a start this spring."

"Which pots and creels would be best for us to use?"

Although there are several patches of rock in your area, much of it, I gather, consists of sand and shingle bottom over which tides often run strongly.

Since I do not know how many pots you intend to work or which hauler you propose to haul them with, I will not suggest which particular type of pot or creel would prove most profitable.

Here are some points which may help you make a choice, and I suggest a source of supply of some which might prove satisfactory until you learn from experience which types are likely to prove more so.

Entrance

Traps traditionally used around the coasts of the British Isles for catching lobsters and crabs can be divided into two principal types — the pot and the creel.

The pot has a single entrance through the top and is mostly used in Cornwall, Devon and along the south coast of England.

The creel has one or two entrances through the sides and is mostly used along the east coast of England and around the Scottish coast. In Wales and Ireland both types of trap are used.

Successful shellfishermen in your area are likely to use basic or modified versions of the Cornish ink-well type pot or of the East Coast creel. If any of them set their traps off the more exposed parts of the coast where they can't be lifted in rough weather, they are likely to use pots or creels with parlours in them — compartments from which the catch cannot escape.

Tradition

The surest way to find out which traps would suit you best at first is to ascertain which types are traditionally used in the area. Identical or similar traps made with modern materials would clearly be your best bet.

Possibly both pots and creels are used in your area where weed might foul side entrances and creels where tides run strongly — as well as traps with parlours in exposed areas. If that is the case and say, you want to work all except exposed grounds, you would be best equipped with both pots and creels.

When deciding on which would suit you best remember firstly that traps with wooden bases and/or frames need soaking prior to use, they need weighting and are liable to suffer damage by marine borers.

Traps with frames of steel or steel wire, whether galvanised or not, are liable to corrode. All-plastic traps, however, are immune from corrosion.

The new model is built to G & M's usual comprehensive specification. A 12 v electric starting system is used with a remote starting facility. The generator has a built-in battery charging output to maintain the starter battery.

John Burgess' Log



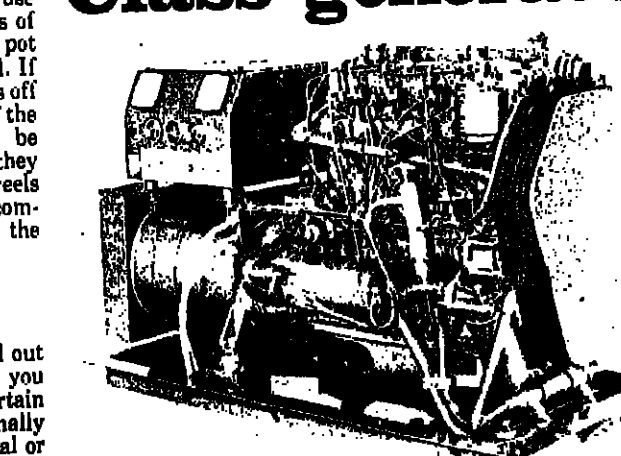
though resistant to damage, do require weighting and well designed traps while frames made from plastic-coated steel rod are impervious to damage by marine borers or corrosive influences and do not always need weighting.

For these reasons you may consider the merits — and prices — of some pots and creels made by Delmar Engineering at Selsey in Sussex worth attention.

This small but go-ahead concern makes 24, 28 and 30 in. diameter pots with frames and bases constructed with 8 mm diameter rod, and 24 and 30 in. pots with 6 mm rod.

The modern welding process employed ensures that frames and bases are exceptionally strong and the method of coating them with plastic protects them against corrosion.

'Class' generator



Latest "Aristocrat" marine generator 16MDL4-53CR using a Leyland 2.5 litre four-cylinder diesel engine.

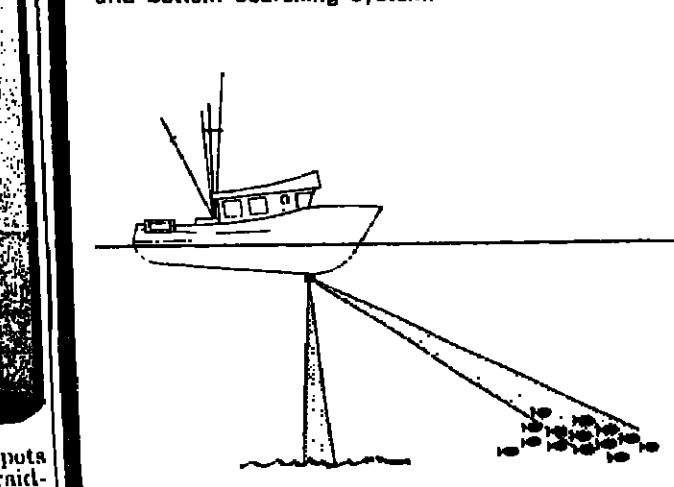
AN ADDITION to its Aristocrat range of marine generators has recently been made by G & M Power Plant Co. Ltd., Whitehouse Road, Ipswich, Suffolk.

The new generator, model 16MDL4-53CR, uses the Leyland 2.5 litre, 4 cylinder diesel engine and develops 16 kVA, 16 kV-120/240 V, 2 wire, single phase, Unity Power Factor, 50 Hz.

A 80 Hz version is also available, the model 20MDL4-65CR, which develops 20 kVA, 20 kW, and is also a Unity Power Factor unit. The 4 wire configuration permits power to be taken off at 120 v, 2 wire or 240 v, 2 wire; or simultaneously 120 v and 240 v, 3 wire.

The unit has automatic low pressure cut-off, high water temperature and shut down safety services. It sits on anti-vibration mounts on a drip tray base.

"Operate Sonar at both high and low frequency, long and short range, shallow and deep search, all simultaneously. Add to these a dual frequency sounder/chart recorder for a formidable fish detection and bottom searching system."



SEABOURNE ELECTRONICS LTD

UK Importers and Distributors

Tel. (0752) 28114 (28294)

FOR FULL DETAILS WRITE:

SEABOURNE ELECTRONICS LTD

Freeport, Plymouth, PL1 2LD

(No stamp required)

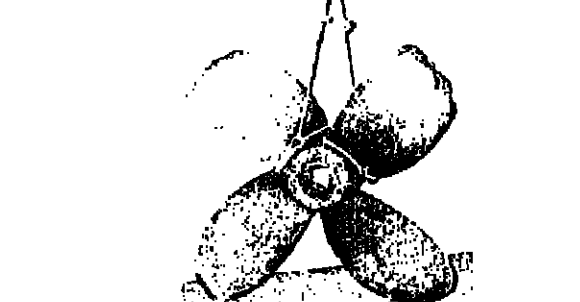
BOAT OWNERS!

Have You A Propeller Problem?

F.A.L. SCOTTISH PROPELLER SERVICE at BUCKIE

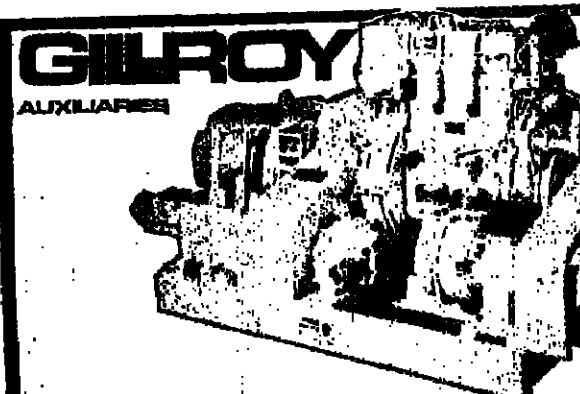
Specialise in RECONDITIONING ALL MARINE PROPELLERS and will REBUILD and RESET the PITCH of ALL SIZES of PROPELLERS up to 18" diameter. Also SUPPLIER of NEW PROPELLERS. MAKERS and SUPPLIER of Small STERNGEAR

Up to 2 1/2" diameter shaft.



F.A.L. SCOTTISH PROPELLER SERVICE

March Road, Industrial Estate, Buckie.
Telephone: BUCKIE (0542) 32185 (Day)
31508, 31422 & 32931 (Night)



Comprehensive range of auxiliaries designed and built to suit individual requirements. For further details write to:

Wilmar Engineering Services (Aberdeen) Ltd.
Glasgow Road, West Tullos, Aberdeen.

MASSON GEARBOXES

100 h.p. — 3000 h.p.
SALES — SPARES — SERVICE

UK Distributors:

OUTBOARD ENGINEERING LTD

14 Silver St., Stenning, Exeter

Tel: Bishop's Stortford (0278) 31477

Telex: 817489

FISHING NETS • ROPES • TWINES
at competitive prices
AGUSTIN D. PIQUE
21 Folly Road, London W1P 7JH
Tel: 23506 (London 9)
Telex: 81499 (191)

Redexport — SPAIN

THE VALUE of fish put ashore at Peterhead up to the end of April this year was worth almost double that sold during the same period of 1976. Also, landings increased by 25 per cent.

Provisional figures show that, by the end of April, 415,512 cwt. of white fish had sold for £2,131,091, as compared with 311,845 cwt. valued at £1,262,092 during the same period in 1976.

The average price paid for white fish during the period amounted to £20.12 per cwt., as against £13.80 last year.

Demand has been consistently high for all species, with cod fetching as much as 244 a box. Even the value of coley has doubled due to the cut-back in our Icelandic cod supplies.

More boats than ever are now switching to Peterhead from other ports and around 270 vessels have at some time landed fish there this year.

A number of Shetland boats which have formerly run to Aberdeen with their catches are now using Peterhead regularly, and a few small Arbroath and Pittenweem boats have been forced north by a shortage of fish on their local grounds.

Landings are particularly heavy at weekends and, on one such occasion recently, a total of 107 boats put ashore 26,000 boxes on the Friday, Saturday and Monday. Boats arriving during Friday morning had to discharge on the Saturday, and those turning up after lunchtime on Friday had to hold their catches back until the Monday.

Now the cry is for more market space. Although fishermen and shore personnel cope admirably with the terrific congestion, the existing facilities are no longer adequate.

The present market, part of which came into use last year, has space for only six or seven thousand boxes laid out in single tiers. Some catches

PETERHEAD a monthly report

amounted to 229,922 cwt. as against 140,918 cwt. during the same period in 1976, and there are fears any quota could well be used up by the middle of the year.

Many fishermen welcome the new restriction on landing ungutted haddock, but others argue that it will fail as a conservation measure.

The crew of one large Peterhead seiner told *Fishing News* that it only meant less sleep and extra gutting. They said that they had only four hours' sleep during three days of fishing.

As you can't forecast exactly what is going to be in the net, it is not easy to cut down on haddock. So, crews have the choice of doing the extra gutting or dumping the already dead fish back overboard.

One fisherman said a more workable alternative would be to set an overall catch quota for the boats at something like 300 boxes of all species of fish for each landing.

Back-up facilities for the port's expanding fleet are under pressure, and firms are trying to meet the greater demand for their services.

Peterhead Ice Co. Ltd. has installed additional equipment to increase output by some 25 per cent. Founded by Mr. R. S. Brown and his son, Mr. J. Brown, the factory became operational in 1974 with a fully-automatic tube ice plant from the Swedish company Stal Refrigeration AB.

Installed by Stal's British

mand with boats coming in from all over Scotland for overhaul and repair.

At present about 60 vessels are booked to use the slipway and others are having to be turned away.

The harbour trustees are considering a plan to extend the slipway so that eight vessels could be accommodated at one time instead of the present four.

Only three new boats are under construction for Peterhead's fleet, but a number of skippers are having their vessels modified.

With the trend in the herring fishery being towards quality rather than quantity, Skipper Jim Duthie is having his vessel — the 86ft. *Accord*

— lengthened and fitted with refrigerated sea water tanks. *Accord* is one of the more unusual vessels in Scotland and, at the time of her completion at the Dutch yard of K. Hakvoort in 1970, was of a design unique to the British fleet.

Accord is fitted for a variety of fishing methods, also to provide ease of working and a high standard of safety and comfort for her crew. She is of stern trawler layout, with the superstructure forward and a roomy working deck aft.

She has spent most of her time pair trawling for herring, latterly working in

partnership with the Peterhead boats *Starcrest* and *Faithful II*. Skipper Duthie has always tried to land herring in top condition and, for a while, used chilled seawater containers in which herring could be transported to the processor.

Now the vessel has been sailed back to her builders to have a five metre (16ft.) section inserted amidships, together with three insulated RSW tanks having a total capacity for 500 units of herring.

A Promac refrigeration plant will be fitted and her

original 586 hp Caterpillar engine is to be replaced by a larger Cat unit of 800 hp, fitted with a P. and B. constant speed pitch propeller.

Other new equipment include a Karmoy winch, two reels are from the Caterpillar auxiliary Hydraulic Co. and a Canadian C-100 set. The electrical system is being upgraded to 220 V.

The work should be completed by October, but the Peterhead firm has the vessel in the west coast herring or the winter season, and will complete new fittings include a new fishkeeping receiver.

Skipper Duthie has decided to have a new galley, *Accord* lengthened and fridge.

May 27, 1977

ard is to have lions costing \$he is to be and fitted with

Peterhead seiner has recently been rope reels and a gut-her. She is skippered in Strachan.

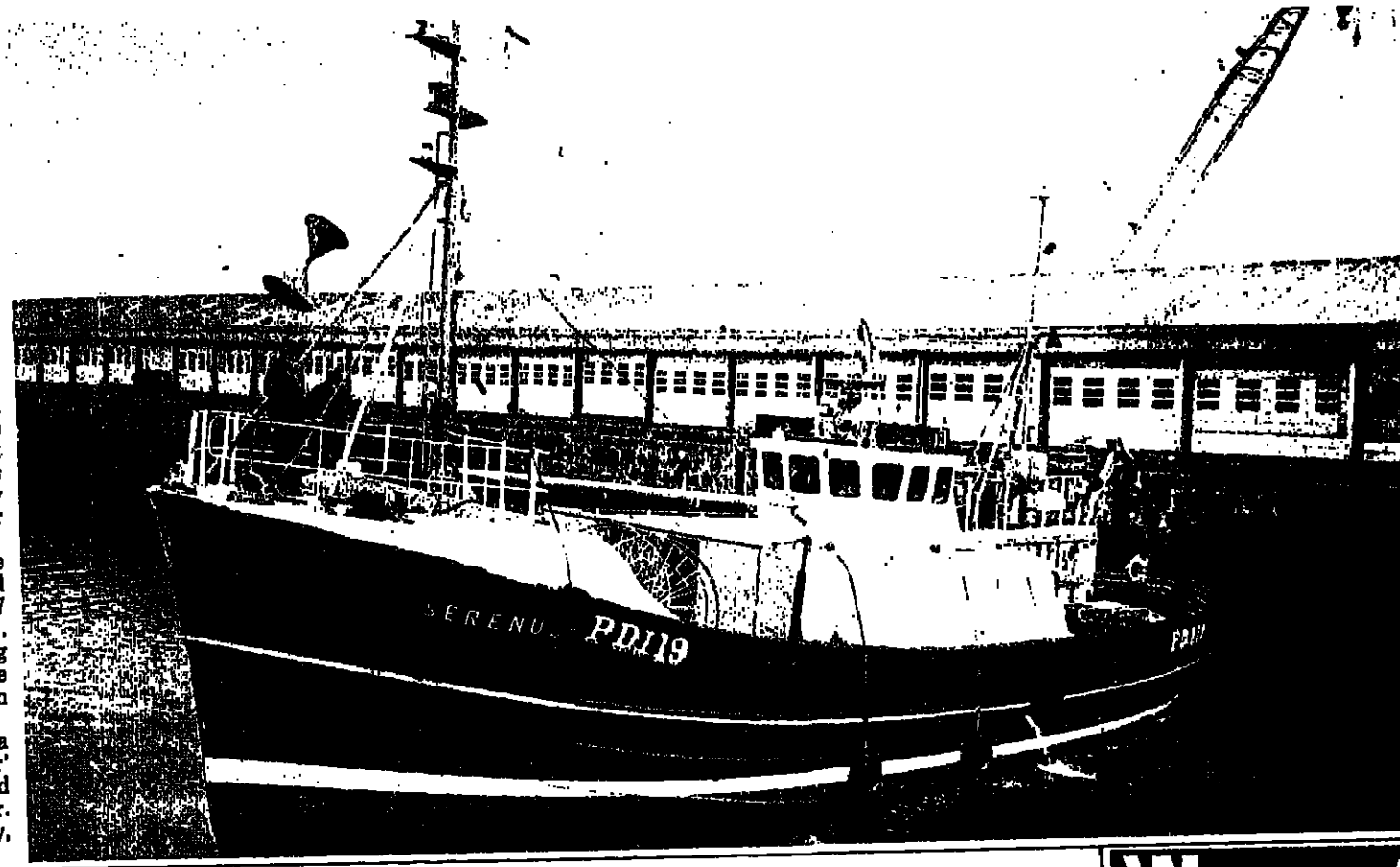
Comparatively little on the work entailed up the existing RSW tanks.

number of Peterhead are now being fitted with shorter and rope reels. One of the latest is the 80 ft. *Serenus* built seven years ago by Dunston Ltd. for William Strachan.

The Peterhead firm include a Karmoy winch, two reels are from the Caterpillar auxiliary Hydraulic Co. and a Canadian C-100 set. The electrical system is being upgraded to 220 V.

The work should be completed by October, but the Peterhead firm has the vessel in the west coast herring or the winter season, and will complete new fittings include a new fishkeeping receiver.

Skipper Duthie has decided to have a new galley, *Accord* lengthened and fridge.



50 years ago

MAY 28, 1927

ICELAND 'building a navy' with fines received for illegal trawling inside the recently set-up three-mile limit.

NEW herring mart at North Shields officially opened and it is intended to make the port 'one of the finest in the country'. Drifter fishermen may leave the port because of low fish prices due to a suspected ring.

SKIPPERS who patented a U-boat trawl for war use will not receive any cash. Lawyers who drew up a Royal Warrant the King signed excluded their payments.

FISH merchants representing major ports, and the British Trawlers' Federation, tell Railway Rates Committee that freight charges for fish have reached their limit — higher charges cannot be paid.

FLEETWOOD plans a second expedition to find new haddock fishing grounds following the success of the hake trips.

'Nauru' to go pair fishing



THE FORMER Fife small stern trawler *Nauru* (above) has joined the Aberdeen fleet and is soon expected to start pair trawling.

She has been bought by Aberdeen fish merchant, Fred Patterson, in partnership with Skipper Colin Masson of Stonehaven.

The two men originally owned the 40ft. vessel *Moray Gem*, but decided to sell her and invest in a larger steel vessel.

Nauru, with an overall length of about 54ft., was built some three years ago by the Whitby firm of Harbour Grange.

She will be working a single boat white fish trawl to begin with, but her owners hope that later on she will pair trawl for white fish in partnership with the local boat *Smallwood*, in which Mr. Patterson is also a shareholder.

Smallwood worked pair trawls for a short time last year in company with the small stern trawler *Terra Nova* and was quite successful.

Skipper Masson said pair trawling has advantages over single boat fishing as it allows the boats to use bigger and higher nets and to cover more ground. The method does seem to catch more fish.

Nauru and *Smallwood* are shortly to take delivery of a

Nauru's Graham Ferrier trawl winch and net drum.

Introducing something you won't often need.

Lister

Diesel parts and service

Where we can make distribution more efficient, we have.

After all, when you are making engines as reliable as ours, the parts back-up should be every bit as reliable.



There's only one way to keep your Lister engine.

Our reputation for reliability is of course the reason why our engines are used for so many tough applications. From dumper trucks to lifeboats.

And the only way to preserve that reliability is to use genuine Lister parts.

They're all made to the same high standards as the originals.

And, being so readily available, you've no reason to use anything less.

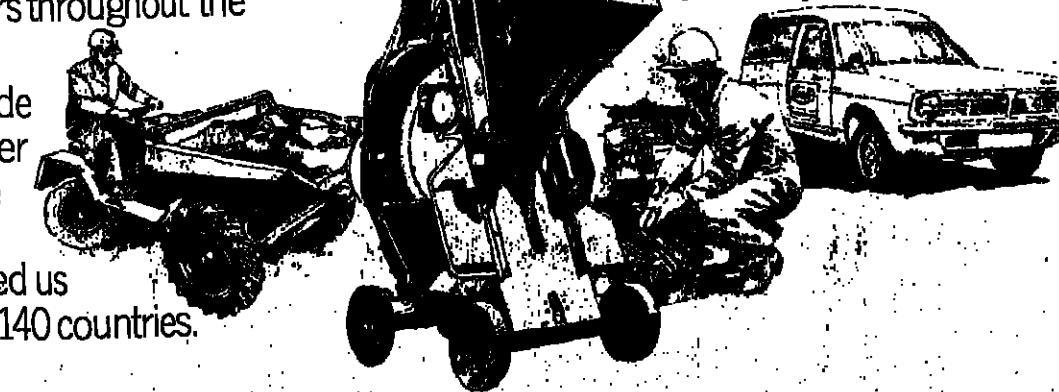
After all, you won't need to use them very often.

Round the country and round the world.

You can get Lister parts wherever you see the sign on the opposite page.

There's a network of strategically placed distributors throughout the country.

And the wide availability of Lister parts and service throughout the world has enabled us to export to over 140 countries.



HAWKER SIDDELEY
LISTER DIESELS
A LISTER DIESEL ENGINE IS AVAILABLE IN A RANGE OF SIZES FROM 100 TO 1000 H.P. AND IN A RANGE OF SPEEDS FROM 750 TO 1500 R.P.M. LISTER DIESELS ARE AVAILABLE IN A RANGE OF SIZES FROM 100 TO 1000 H.P. AND IN A RANGE OF SPEEDS FROM 750 TO 1500 R.P.M.

Parts & Service for engines that rarely need parts or service.



Sparkling Star takes on ice at Peterhead. The port's ice company has recently increased its output of tube ice to 100 tons a day.

are having to be stacked, which is not liked by fishermen or buyers.

Although second sales are held when landings are heavy, there is only one auction on Saturdays — hence a number of catches having to be held up until Monday.

Many of the boats are doing very well, with quite a number grossing £10,000 in a week, and on average they are landing more fish.

The average daily catch by seine netters is up by six cwt. compared with the early part of 1976.

One seine net skipper said that shoals are 'lumpy'; one day there is very little to catch but on the next day 300 boxes can be taken in three successive hauls.

Things, despite this tremendous leap forward by the white fish fleet, are not as well as they may seem.

Fishermen have grave fears for the future of the haddock fishery and are confused by the lack of positive political moves regarding a quota for this year.

Haddock landings at Peterhead during the first four months of the year have

associate, Stal-Levin Ltd., the original equipment included a Model FA253 tube ice machine operating on ammonia as the liquid refrigerant.

The machine, using three ice generators, could produce 72 tons of ice every 24 hours but, last summer, demand was exceeding supply and the factory was having to bring in extra ice all the way from Aberdeen.

Now, an additional ice generator and compressor have been fitted to increase output to 100 tons in 24 hours.

The new compressor need run only at one-quarter of its full power, but could be used at full output should the original compressor break down.

The factory regularly supplies ice to 180 boats, in addition to icing fish ready for transport by lorry to processors.

James Brown is now the firm's managing director, following the retirement of his father, with Bruce Foreyth as his assistant manager.

The patent slipway at Peterhead is also in heavy de-

However hard and however long a Lister engine's worked, it hardly ever complains.

(We know of many that have been going strong for over 40 years.)

But there comes a time when every engine (even one of ours) needs the odd part or two.

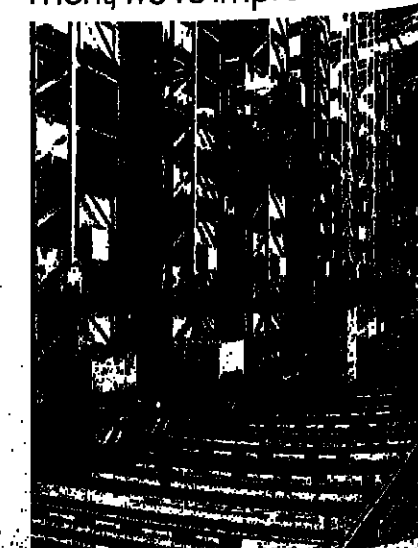
And when it does you naturally don't want to be kept waiting.

Which is why we're introducing a completely new look to our Parts & Service Division.

We'll be there when you need us.

We've taken a long, hard look at ourselves.

Where there's room for improvement, we've improved.



Sparking Star

Specially designed for fishing vessels between 18ft and 30ft... the

HYDEMA MINI POWER BLOCK KB-02-ER

makes the boat more efficient, reduces the crew complement if desired, and eases the hard work. Mini Power Blocks are delivered as a complete unit and are easily fitted. They are planned to give trouble-free service. All cast parts are made of sea water resistant aluminium, and other parts mounted on the block are either of non-corrosive material or are protected against corrosion.

The sheaves are rubberised and can be supplied either with a groove or parallel.

The rail mounted types ER can swing freely or can be locked in 8 different positions. Furthermore, the Blocks can be turned inward to avoid damage when in harbour. They are also fitted with sheaves for line hauling as standard equipment.



FISHING HYDRAULICS (Scotland) Ltd.

STATION BRAE, ELLON, ABERDEEN, SCOTLAND
Tel 0358 20717 Telex 73355
Agents for FISH & SHIPS GEAR A/S and RAPP FABRIKKER A/S

Trammel net power block sells well

DURING the past winter traditional cobbles and other small inshore craft along the north-east coast of England have had considerable success catching top-quality cod with trammel nets.

Although this method of fishing has only been introduced to this part of the coast during the last two or three years, it looks as if most inshore fishermen could be using trammel nets next winter.

Behind the rise of this method of fishing has been a small power block. Over 20 of these blocks from the firm of Fishing Hydraulics (Scotland) Ltd. have been fitted to north-east coast boats.

Named the Mini Power Block KB-02-ER, it is made in Norway by Fish and Ships Gear and has been designed specially for vessels in the 18 to 30ft. size range. It has a pull of 200 kg. and a hauling speed of up to 30 m. a minute.

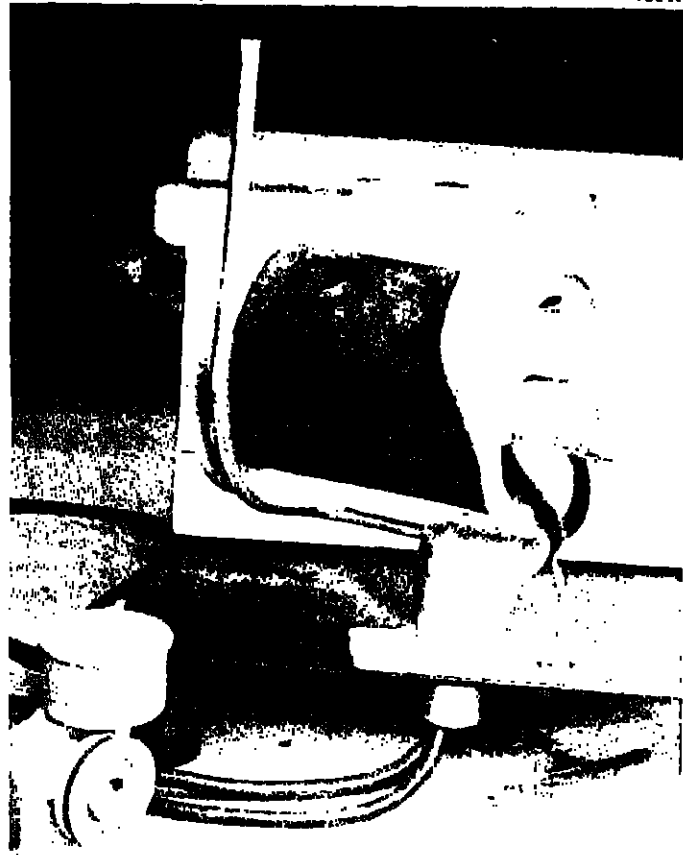
Weighing 20 kg, it is arranged for mounting on the rail of the boat and all cast parts are made of seawater-resistant aluminium. The rubberised sheave can be of grooved or cylindrical shape, although the cylindrical sheave has been found to be more popular for trammel netting.

A simple forward and reverse control lever is mounted on the side of the hydraulic motor, and the block can either swing freely on the rail or be locked in any one of six positions.

Hydraulic power is provided through flexible hoses from a small pump driven by the engine and using about 3.5 hp.

Fishing Hydraulics

ordered the first of these small power blocks for a Blyth fisherman in 1974, but demand has grown considerably during the last few months. One of the latest has been



The mini power block seen bolted to a sheet of steel to represent a boat's rail. Also shown are the hydraulic pump unit and hose.

supplied to the Whithy Sully Andrew H and fitted to the vessel by the builder J.N. Lowther and (Whithy) Ltd., and engineering firm of Oliver.

Built at the Lowther yard about 18 months ago, Terence and Peter H. Sully Andrew H is 31ft. and powered by an 80 hp Mercedes engine.

The hauler is being on the port quarter. It is powered from the same engine which drives the vessel's isting pot hauler.

A slightly larger cobbler one of these haulers is 35ft. Betty A of Bridgton, Scarborough, Mark Engineers, which built a cable for Messrs C. J. R. Pashley, fitted the and she has worked trammel nets all winter.

The firm has also supplied the blocks to the Scarborough cable Elizabeth Mary and Flamborough cable Spire Flower.

Hall Brothers of Bridlington have supplied quite a few to the Bridlington fleet, and the blocks are also in use on vessels in the North Sea and Humber fleets.

A STRIKE by 35 truck drivers at Grimsby has resulted in 1,600 workers being laid off at the Rose fish factory in Humberside. The dispute is over bonus payments.

PURERSERS PAIR ON WHITE FISH

TWO Mallaig purse seiners — *Crystal Sea II* and *Silvery Sea* — have switched to pair trawling for white fish.

The present ban on herring fishing in the North Sea has forced their skippers to look for an alternative fishery until they can return to herring.

White fishing is a new venture for the vessels which spent last winter pursuing for mackerel off Cornwall and then returned north to catch the tail end of the Minch herring fishing.

The boats, owned by the Manson family of Mallaig, started

pairing for white fish from Mallaig a few weeks ago, but they found the ground unsuitable as the gear kept sinking into mud.

During their last ten-day trip they started fishing off Tiree and then moved north to work around the Shetlands.

Paid off

Fishing was particularly good off Muckle Flugga, where the boats were able to make single hauls of as much as 100 boxes. The crews say the move to the Shetland area has paid off.

The boats spent about seven

of the ten days fishing and went into Lerwick for the weekend.

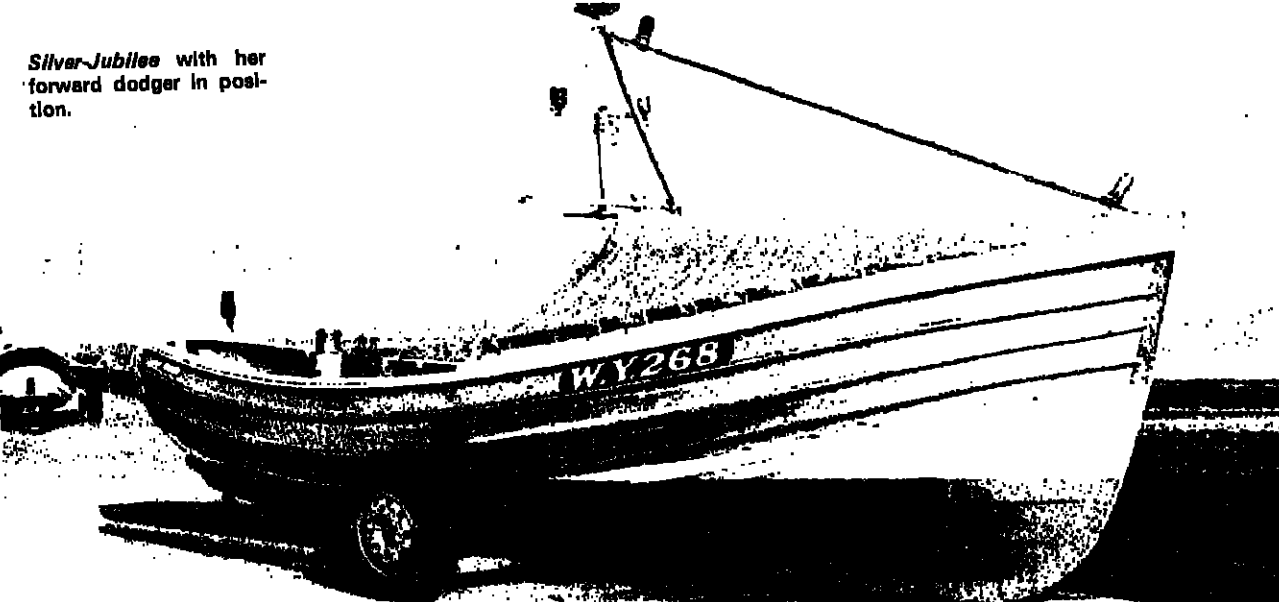
The combined catch of 800 boxes was mainly cod and culey and the boats will now probably make Peterhead their base for a while.

Crystal Sea II and *Silvery Sea* are owned by brothers, James and Alexander Manson, and James's two sons James Jnr. and Raymond.

The 87 ft. *Crystal Sea II* was built in Holland's Maasakant Shipyard in 1973, while the slightly larger *Silvery Sea* was launched from the same shipyard last year.



Silver-Jubilee with her forward dodger in position.



THE LATEST cable from the J. N. Lowther yard at Whithy is the Yorkshire cable *Silver-Jubilee* built for partners Eric Smithson and Ian Muirhead.

Now lobster fishing from Redcar, *Silver-Jubilee* has an overall length of 31 ft. 10 in. and a beam of 9 ft. 8 in.

She is powered by a Ford C-Power diesel of 80 hp which develops 2,500 rpm. The gearbox is a Borg-Warner hydraulic model and a 1 1/2 in. prop shaft drives a 15 in. x 9 in. propeller.

Silver-Jubilee's hydraulic pot hauler, from North Sea Winches, is fitted on a thwart in the stern of the cable; also at the stern is a Ferrograph

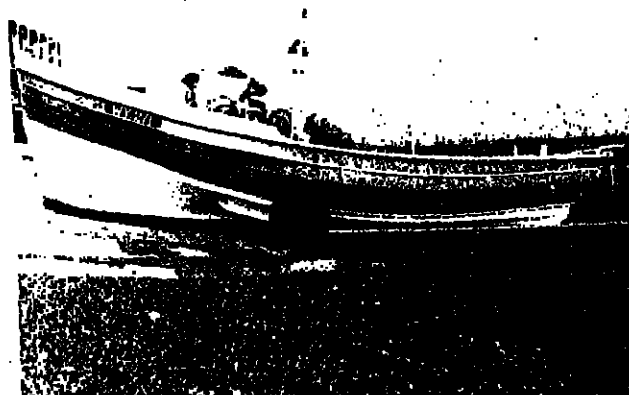
model 6500 echo sounder. A hydraulic tank for the hauler is fitted on the port side of the engine. On the starboard side of the engine is the fuel tank.

A Jabaco bilge pump is fitted and she has a VHF radio telephone by Electronic Laboratories, the Seavoice R.T. 100.

Amidships, *Silver-Jubilee* has a tripod mast carrying a VHF whip aerial, plus navigation and fishing lights. A foul weather dodger is fitted forward.

The 31-footer completed White Fish Authority trials off Whithy before starting fishing from Redcar and her owners are pleased with the way she performs.

...AND FREEDOM



Freedom ready for sea. The 34-footer was built by the Gordon Clarkson yard.

NOW operating from Redcar is the 34 ft. cable *Freedom* (WY 271) built at the Whithy yard of Gordon Clarkson.

With a length of 34 ft., beam 10 ft. 1 in. and depth, 3 ft. 8 in., she is built of larch planking on oak timbers.

Powered by a Mercraft Econ-o-Power diesel of 80 hp at 2,500 rpm, *Freedom* has a 1.52:1 reduction gearbox and a prop shaft swinging a Brunton 18 in. x 12 in. propeller. Fuel tank capacity is 20 gallons and the hydraulic oil tank for the hauler holds 12 gallons.

Freedom's hauler is a North Sea Winches model with a conversion to an own trawl winch. The bilge pump

is a Rulemaster automatic model which pumps 1,500 gallons an hour. A Simrad E.Y. sounder is fitted aft and *Freedom* also has a Seavoice R/T 100 VHF radio amidships.

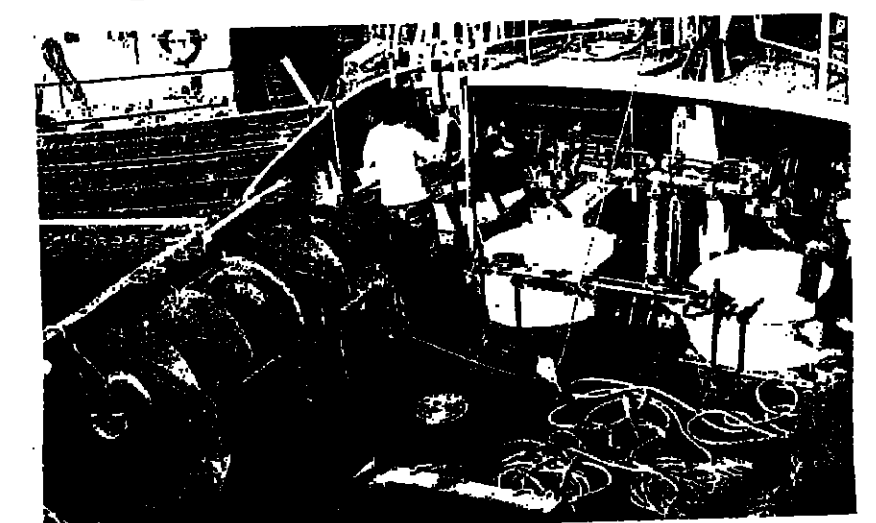
A full canvas dodger with side flaps is carried over the stern to the engine area, and plastic protective capping is fitted on the gunwales instead of the traditional galvanised capping.

A North Sea Winches trawling motor is fitted to the existing trawl winch and there is an aluminium tripod mast.

Skipper-owner, Ken Rolph, is presently lobster fishing with *Freedom* and is satisfied with the way she performs.

Modern Reliable Deck Machinery

Trawl winches 70 to 900 h.p.; Net winches; Warp meter systems; Control equipment; Auxiliary winches.

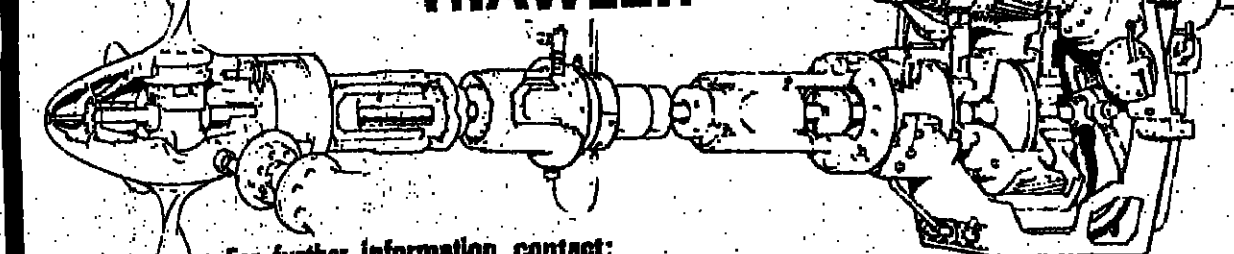


James Robertson & Sons (Fleetwood) Ltd.

Telephone 3414. Telex 67231.

Dock Street, Fleetwood FY7 6JH, England.

This is the ULSTEIN "TRAWLER"

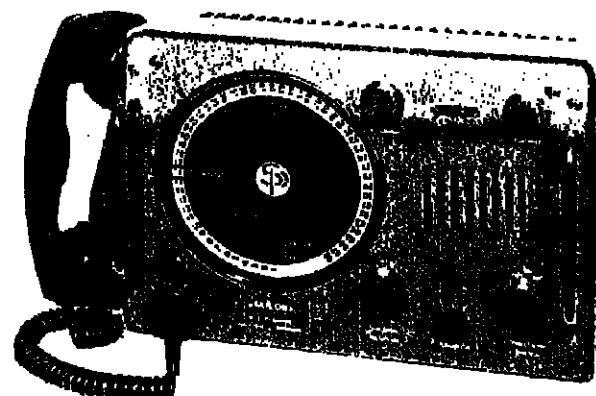


For further information contact:

ULSTEIN (U.K.) LIMITED
80A George Street, EDINBURGH, EH2 2LR
Tel: 031-228 6481 Telex: 727383

UK Agents for Tanford and Sperry Air Compressors

SAILOR marine radio equipment



SAILOR 55 CHANNEL VHF

Details from
S.P. Radio
Carolyn House,
Dingwall Road,
Croydon CR9 2XT
Tel: 686-5381

S.P. Radio
8 Howard Street
Edinburgh
Scotland
Tel: 556-3688

S.P. Radio
Albert Street
Grimaby
Lincoln
Tel: 55803

S.P. Radio
Woodsons Ltd.
Govan House, Dyce
Aberdeen
Tel: Dyce 2884

MEET THE WORKERS

Moulded by specialists under approved conditions. To work under tough conditions.

ML 18

L.O.A. 18'0"
L.W.L. 18'0"
Beam 7'0"
Draft 2'0"
Dip 2100lb
Price ex works
£480.00
Hull only

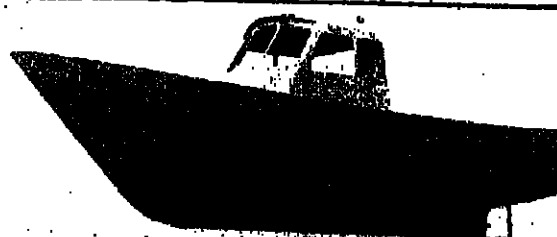


ML 24

L.O.A. 24'3"
L.W.L. 21'0"
Beam 7'0"
Draft 3'8"
Dip 4.5 Tons
Price ex works
£1450.00
one bulkhead

MILTON LAMINATES LTD

STEM LANE INDUSTRIAL ESTATE
NEW MILTON
HANTS
Telephone 610328 Telex Matcom 47674



36ft. x 10ft. 10in. x 3ft. 8in. All steel hull, deck & wheelhouse from £3,500. Or hull only available. Optional wheelhouse position.
SHEET METAL STRUCTURES LTD.,
Reynolds Wharf, 178 Abbey Road, Barking, Essex.
Tel. 01 694 1808

BIG DISCOUNTS ON HIGH QUALITY

COMPASSES

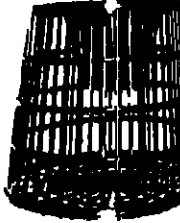
Large range:
Binnacle, Boxed,
Steering, Hand
Bearing, etc.
Delivery free in G.B.
and Eire.
Send for illustrated list to:



TRADE WINDS
Ramsay, I.O.M.

WAYDON Mouldings Ltd.

LOBSTER POTS
Moulded in Polypropylene giving a very tough pot. Detachable base for inter-stacking during carriage. Available ex-stock!!!!
at £4.20 + VAT & Carriage
Fincham Station Road, Fincham
Wellingborough, Northants.
For deliveries in Ireland contact Coastal Holidays Marine,
Pier House, Glenties, Co. Cork. Tel: 066 91.



BOAT BUILDING TIMBERS

- Butts of Oak, Larch, Iroko and Oak Crooks all sawn through and through to any thickness.
- Kiln dried and machined Yang Decking and Margins.
- Complete sets Oak frames bevel sawn to your patterns.
- Oslo spruce poles for derricks, etc.
- Delivery to all parts Scotland, England and Ireland.

W. S. BARCHARD & SON LTD.
WEST DOCK STREET, HULL
Tel: Hull 0482-25688 (5 lines) Telex: 62331

fishing vessel protection

Stem to stern, keel to truck, engine room — accommodation — Jotun-Henry Clark paint systems give complete protection. Our anti-fouling mean smooth hulls ensuring fast speeds to catch the markets — whilst our D.T.I.-approved flame retardant paints add a bright face to living quarters and ensure extra safety for crew. To achieve good looks and complete protection for your vessel — a copy of our leaflet is a good start.

Jotun-Henry Clark Ltd.
6-8 Fincham Road, London EC3M 6HU
Tel: 01-481 2741 Telex: 555-421

17 Warehouse, West End, Albert Dock, Hull, Telex: 724 2950
J. H. Clark (Hull) Ltd.
104 Albert Quay, Aberdeen, Tel: 23878



